

California Energy Commission

STAFF REPORT

LOCALIZED HEALTH IMPACTS REPORT

Addendum 13 for Projects With Location Changes
Awarded Funding Through the Alternative and
Renewable Fuel and Vehicle Technology Program
Under Solicitation PON-13-606 – Electric Vehicle
Charging Infrastructure

California Energy Commission

Edmund G. Brown Jr., Governor



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ADDENDUM 13

The *Localized Health Impacts (LHI) Report for Selected Projects Awarded Funding Through the Alternative and Renewable Fuel and Vehicle Technology Program Under Solicitation PON-13-606* was posted April 11, 2014 (CEC-600-2014-002)¹. This addendum uses the same approach to assess the localized health impacts for projects with location changes. U.S. Green Vehicle Council proposes to replace one station location provided in Addendum 5 (CEC-600-2014-AD5)². The South Coast Air Quality Management District (SCAQMD) proposes to replace three station locations, including two station locations provided in Addendum 9 (CEC-600-2014-AD9)³, and provide three additional potential replacement station locations. The original and newly proposed locations are described in Table 1, along with environmental justice (EJ) indicators⁴. Charger quantity and type for both projects remain comparable to the original proposals.

Table 1: Original and New Site Locations for the U.S. Green Vehicle Council and the South Coast Air Quality Management District, Along With Environmental Justice Indicators

Original Site Locations	New Site Locations	EJ Indicators for New Locations
U.S. Green Vehicle Council 612 Wainright Court Lebec, CA 93243	U.S. Green Vehicle Council Econolodge 49713 Gorman Post Road Lebec, CA 93243	Poverty

1 Brecht, Patrick, Jennifer Allen, Lindsee Tanimoto. 2014. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2014-002.

2 Brecht, Patrick. 2014. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2014-002-AD5.

3 Brecht, Patrick. 2014. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2014-002-AD9.

4 The EJ indicators follow: (i.) minority subset represents more than 30 percent of a given city's population (2010), (ii.) city's poverty exceeds California's poverty level of 15.9 percent (2009-2013), (iii.) city's unemployment rate exceeds California's unemployment rate of 5.2 percent as of June 2016, and (iv.) city's percentage of persons younger than 5 years of age or older than 65 years of age is 20 percent higher than California's average. For the entire state, the percentage of persons under the age of 5 years is 6.8 percent, and the percentage of persons over the age of 65 years is 11.4 percent.

Original Site Locations	New Site Locations	EJ Indicators for New Locations
SCAQMD 3280 East Foothill Boulevard Pasadena, CA 91107	SCAQMD 14250 Peyton Drive Chino Hills, CA 91709	Minority
SCAQMD 4900 West Sunset Boulevard Los Angeles, CA 90027	SCAQMD 2901 North Palm Canyon Drive Palm Springs, CA 92262	Unemployment, Poverty, and Age
SCAQMD 12505 North Main Street Rancho Cucamonga, CA 91739	SCAQMD 14331 Frederick Street Moreno Valley, CA 92252	Unemployment, Poverty, Minority, and Age
SCAQMD Potential Replacement Site Location	SCAQMD 12505 Main Street Rancho Cucamonga, CA 91739	Minority
SCAQMD Potential Replacement Site Location	SCAQMD 41952 6 th Street Temecula, CA 92590	None
SCAQMD Potential Replacement Site Location	SCAQMD 460 N. Euclid Avenue Upland, CA 91786	Minority

Source: California Energy Commission Staff

Air Quality and EJ Indicators

The seven cities where the proposed projects (electric vehicle charging stations) will be are in nonattainment zones for ozone, particulate matter (PM⁵) 2.5 and PM 10. If a project site is in a nonattainment zone and has more than one EJ indicator, as shown in Table 1, with further detail in Table 2, it is considered a high-risk community, according to the Environmental Justice Screening Method⁶. According to staff assessment, two communities are classified high-risk, which are Palm Springs and Moreno Valley.

⁵ "Particulate matter" is unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. The numbers stand for microns in diameter.

⁶ California Air Resources Board (ARB), *Air Pollution and Environmental Justice, Integrating Indicators of Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making*, 2010. (Sacramento, California) Contract authors: Manuel Pastor Jr., Ph.D., Rachel Morello-Frosch, Ph.D., and James Sadd, Ph.D.

Table 2: EJ Indicators Compared With California
Yellow highlighted percentages indicate EJ indicators

	Below Poverty Level (2009 – 2013)	Black Persons (2010)	American Indian and/or Alaska Native (2010)	Asian and/or Pacific Islander (2010)	Persons of Hispanic or Latino Origin (2010)	Persons Under 5 Years of Age (2010)	Persons Over 65 Years of Age (2010)	Unemployment (June 2016)
California	15.9%	6.2%	1.0%	13.0%	37.6%	6.8%	11.4%	5.2%
EJ Indicators	>15.9%	>30%	>30%	>30%	>30%	>8.16%	>13.8%	>5.2%
Chino Hills	6.3%	4.6%	0.5%	30.3%	29.1%	5.8%	7.0%	4.7%
Lebec	22.1%	1.0%	3.1%	1.2%	26.9%	5.7%	13.5%	5.0%
Moreno Valley	20.1%	18.0%	0.9%	6.1%	54.4%	8.4%	6.3%	7.1%
Palm Springs	17.8%	4.4%	1.0%	4.4%	25.3%	3.9%	26.5%	5.5%
Rancho Cucamonga	7.8%	9.2%	0.7%	10.4%	34.9%	6.2%	7.9%	4.8%
Temecula	8.2%	4.1%	1.1%	9.8%	24.7%	7.0%	7.8%	4.8%
Upland	14.8%	7.3%	0.7%	8.4%	38.0%	6.2%	12.1%	4.7%

Sources: Unemployment information from the State of California, Employee Development Department Labor Market Information Div.: <http://www.labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html#Tool>. U.S. Census Bureau, <http://www.census.gov/quickfacts/table/PST045215/0681344> and http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml

Location Analysis and Community Impacts

Although the street addresses have changed, or have been added, the assessment remains unchanged from the original and addendum *LHIs* for both U.S. Green Vehicle Council and the SCAQMD. The environmental justice indicators are comparable, the charger quantity and type along with the estimated gasoline gallons displaced are nearly unchanged, and the anticipated impact to the communities where the electric vehicle chargers will be located remains positive in terms of cleaner air and anticipated greenhouse reductions.